



# PRELIMINARY PLAT

## MITCHELL PARK IV

### Property Information

Subdivision Name	Mitchell Park IV
Location/address	Mitchell Lane off of Riverwood Parkway
Development Acreage	6.47 acres
Number of lots/units	24 lots (3.71 lots per acre)
Zoning	PUD (Planned Unit Development)
Engineer/Surveyor	Bryant Engineering
Commission District	District 3 (Ford)
Recommendation	Approval with changes

### Summary and Recommendation

**This item was tabled at the September 7, 2006 meeting to allow more time for the engineer to prepare the road network for Mitchell Park IV.**

The developer, Riverwood Land, LLC., seeks preliminary plat approval for Mitchell Park IV. This development contains 24 lots on 6.47 acres for a density of 3.71 lots per acre. The property is zoned PUD (Planned Unit Development) and is a part of the Riverwood development.

This section of Mitchell Park Subdivision has brought to the forefront several outstanding and significant issues regarding the overall design and development of the Riverwood Plantation PUD.

Euchee Creek Parkway was proposed in the original PUD in 1997 or 1998 as a collector level street that would operate with Riverwood Parkway as the main collector streets to and from William Few Parkway. Since the inception of the PUD Riverwood Parkway has been the only collector street in operation. The extension of William Few Parkway, even an additional one thousand feet to a point where it would provide a connection with Euchee Creek Parkway, has been delayed for such an extended period of time that construction of Euchee Creek Parkway likewise has been delayed. In the meantime, residential developments have occurred along one side of proposed Euchee Creek Parkway in such a fashion that there is concern now that any sort of through traffic movement on Euchee Creek Parkway could prove detrimental to the adjacent residential neighborhoods.

As an alternative staff has worked with the developer and his engineer to redesign Euchee Creek Parkway as a minor collector and to reroute the road so that it does not connect directly with William Few Parkway, but rather crosses Mitchell Park subdivision and the mixed use village development and intersects Riverwood Parkway at the newly approved traffic



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roundabout. A smaller traffic roundabout is also proposed within Mitchell Park subdivision as well.

This redesign process is significant for several reasons. First, it reroutes Euchee Creek Parkway. By the redirection of the street it reduces its functioning to a minor collector street. The expectation is that the redirection of the street will inhibit heavier traffic flow, particularly from the school complex, along Euchee Creek Parkway. At the same time, however, the newly designed street will provide another means of access from several existing subdivisions on the south side of Riverwood Parkway, and will provide a primary means of access for three new subdivisions that are planned on the south side of Euchee Creek Parkway. The rerouting of this minor collector through the mixed use village will provide some through traffic movement within the village that can provide greater exposure to the business activities within the village without destroying the village atmosphere. Finally, this change in concept will bring this minor collector into the traffic circle on Riverwood Parkway rather than creating another street intersection with William Few Parkway. Staff believes these changes in concept are preferable.

These changes are requiring significant revisions to the Mitchell Park subdivision. Mitchell Lane will become a cul-de-sac rather than intersecting with William Few Parkway. The traffic roundabout and the portions of the streets within the subdivision boundary that lead toward the traffic roundabout have been engineered so that they can be approved as part of this subdivision. The engineer for the developer has made sure that the extensions of Euchee Creek Parkway in both directions are feasible, based upon the design that is incorporated within Mitchell Park. The fire marshal and county engineer have reviewed the traffic circle radii for feasibility, and both have agreed that it will accommodate the emergency vehicle traffic without any major problems with the condition that the internal bricked circle composed of stamped concrete be built to accommodate the weight of emergency vehicles. There will be an added condition that a site distance triangle must be provided on Lot B to facilitate proper site distance for a 25 mph speed design off of Euchee Creek Parkway into the traffic circle from the northeast. No structures or vegetation exceeding 24 inches in height may be placed in this area. Finally, a storm pipe shown to go under the traffic circle must be moved outside of the circle. The width of the landscaped raised concrete medians may also need to be reduced to provide enough spacing for the emergency vehicles to make a safe turn. The engineer and the fire marshal are working to resolve these issues in the redesign process. Additional striping for channeling of traffic and lengthening of proposed concrete islands may also be required, but these issues will also be dealt with in the review process by the engineering department. It should also be noted that the developer has added another lot and has incorporated a park and other open space that was not previously present in the initial submittal of this development.

Staff recommends **approval with changes** with all staff comments and conditions included.